

The China Mail.

THE HONGKONG CHINESE MAIL
報日字華港
(Hongkong Wa Tai Yat Po)
ISSUED DAILY.
OWNED BY
Manager and Publisher.
SUBSCRIPTION:
Price 25 cents per copy, 2 dollars per month, 10 dollars per annum, including postage.

Established February, 1840.

No. 10,260

號八月正年六十九百八千一英

HONGKONG, WEDNESDAY, JANUARY 8, 1896.

日四廿月一十年未乙

Price, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & GORDON, Ludgate Circus, E.C. HAYES & HAYES, 37, Wallbrook, E.C. SARGENT & SARGENT, 150 & 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—MAYENNE, FAYE & Co., 18, Rue de la Grange Batelière.

NEW YORK.—J. STEWART HAPPEL, THE CHINESE EXCHANGE OFFICE, 62, West 23d Street.

SAN FRANCISCO and American Ports generally.—BEAN & BLAKE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE APOTHECARIUS Co., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WAUGH, Ltd., Singapore.

CHINA.—HARRIS & A. de GUZ, Amoy, N. MOORE & Co., Ltd., Fuzhou, Fuchow, HAKKA & Co., Shanghai, LAN, CRAWFORD & Co., and KELLY & Co.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL, £1,500,000.
RESERVE FUND, £1,125,000.
PAID-UP, £525,000.

LONDON JOINT STOCK BANK, LTD.
Interest allowed on Current Accounts at the rate of 2 1/2 per cent. annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months, 4 1/2 %
For 6 Months, 3 1/2 %
For 3 Months, 2 1/2 %
Deposits Renewed on Old Terms.

J. W. R. TAYLOR, Manager, Hongkong.
Hongkong, December 18, 1895. 228

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

**CAPITAL PAID-UP, £800,000.
RESERVE FUND, £800,000.
RESERVE FUND, £232,000.**

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. annum on the Daily Balance.

**On Fixed Deposits for 12 months 4 1/2 %
" " " " 6 " 3 1/2 %
" " " " 3 " 2 1/2 %**

T. H. WHITEHEAD, Manager.
Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

**PAID-UP CAPITAL, £10,000,000.
RESERVE FUND, £5,000,000.
RESERVE FUND, £10,000,000.**

COURT OF DIRECTORS:—
J. KRAMER, Esq., Chairman.
Hon. J. J. Bell-Irving, Esq., Deputy Chairman.
G. B. Dodwell, Esq., B. S. Sassoon, Esq., M. D. Eschell, Esq., N. A. Siebs, Esq., R. M. Gray, Esq.

CHIEF MANAGER:—
Hongkong—T. JACKSON, Esq.

MANAGER:—
Shanghai—J. P. WARD GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., Ltd.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

T. JACKSON, Chief Manager.
Hongkong, December 23, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager.
Hongkong, August 1, 1895. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

**AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £500,000.**

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:—
D. GRILLER, Esq., H. F. ROBERTSON, Esq., CHAN KEE SHAN, Esq., CHOW TUNG SHANG, Esq., KWAN HOI CHUNG, Esq., CHIEF MANAGER.

GEN. W. F. PLAYFAIR, Chief Manager.
Interest for 12 months fixed 5 %.

HONGKONG, October 23, 1894. 1711

S. I. S. TING, Surgeon-Dentist.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895. 628

Business Notices.

Lane, Crawford & Co.
MUSICAL DEPT.
PIANOS
FOR SALE,
HIRE,
OR ON THE
MONTHLY PAYMENT SYSTEM.
COTTAGES. YACHT MODELS.
PIANETTES. SEMI-GRANDS.
CONCERT GRANDS.
MUSIC and MUSICAL INSTRUMENTS of every description.
TUNING and REPAIRING. 2436
The Public
are invited to witness the

Billiard Handicap

now in progress in the

HONGKONG HOTEL.

2402

KELLY & WALSH, LTD.

IMPERIAL ENGLISH & CHINESE DIARY 1896.
IMPERIAL DATE BLOCK 1896.
LETTS' DIARIES & DATE BLOCKS 1896.

ACCOUNT BOOK MANUFACTURERS.
COMMERCIAL STATIONERY of every description.
ESTIMATES ON APPLICATION. 2478

THRIFTS ENAMEL COMPOSITION.

FOR IRON-WORK, SHIP'S HOLDS, BEAMS, BUNKERS, &c.
ITS ADVANTAGES ARE:—
HAS good covering power.
One coat is sufficient.
Applied as ordinary paint and dries in a few minutes.
Preserves steel or iron from corrosion and withstands gaseous and atmospheric influences.
Invaluable for lower holds and bunkers.
Presents a highly polished surface of a bright red colour.

Sole Agents for China and Japan,
WATTS & Co.
1677

WALTER W. BREWER.

ASSOCIATION FOOTBALLS.
MEN'S ALL CANE CRICKET BATS.
LEG GUARDS.
CRICKETING GLOVES.
SETS OF YOUTHS CRICKET.
HANDSOME NEW YEAR CARDS.
WALTER W. BREWER,
Under Hongkong Hotel.
Hongkong, December 28, 1895. 2467

Apollinaris

"THE QUEEN OF TABLE WATERS."

"Incomparable in popularity as in purity."—BRITISH MEDICAL JOURNAL.

SOLE AGENTS:
CARLOWITZ & CO.
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

Dressmaking.

HONGKONG TRADING Co. respectfully remind their Customers requiring DRESSES for the MASONIC BALL, Feb. 17th, or Costumes for the RACES, that all Orders should be placed early, owing to the CHINESE NEW YEAR falling on Feb. 18th.

HONGKONG TRADING Co.,
Nos. 1, 3 and 5, D'AGUIAR STREET.

THE HONGKONG BUTCHERY.

PRIME BEEF and MUTTON.
CORNED BEEF and TONGUES.
AUSTRALIAN PICKLED HOG'S TONGUES.
AMERICAN BUTTER in Bolls and Pats.
GAME, &c., &c., &c.

Shipping and Coast-Port Orders will have PROMPT ATTENTION.
J. TATAM.
Hongkong, December 2, 1895. 8944

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.
28, QUEEN'S ROAD CENTRAL.

Sole Eastern Agents for:
Snowdon, Sons & Co.'s "Snowdrift" Manufactures. The New Wire Wove Roofing Co.
Sphincter Grip Armoured Hose. The Aluminium & General Foundry Co.

ASBESTOS PACKINGS to suit all Steam Joints for any work, however great the pressure and temperature.

LUBRICANTS both liquid and solid. ESTIMATES given for COVERING BOILERS and STEAM PIPES with our Patent ASBESTOS COMPOSITION.

DACGER PACKING. 1794
W. JACKSON, Manager.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants.
TELEPHONE No. 76.
HONGKONG, 15, QUEEN'S ROAD.
SHANGHAI, 4, FOOCROW ROAD.

W. POWELL & Co.

SPECIAL SHOW OF FANCY DRESS SPECIALITIES.
ALL NEW GOODS.
W. POWELL & Co.
—Hongkong, January 4, 1896. 28

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR SHANGHAI:—Pekin. About 12th Jan. Freight or Passage.

FOR SHANGHAI:—S'hai N'saki. About 12th Jan. Freight or Passage (passing through the INLAND SEA).

FOR SHANGHAI:—Kobe & Y.A.M.A. Borneo. About 12th Jan. Freight or Passage (calling at Cebu, if sufficient inducement offers).

FOR SHANGHAI:—Straits & B'Bay. B'ndj. About 13th Jan. Freight or Passage.

FOR SHANGHAI:—London. About 13th Jan. Freight or Passage.

FOR SHANGHAI:—London, &c. K'air-i-Hind Noon, 13th Jan. See Special advertisement.

FOR SHANGHAI:—Japan. About 17th Jan. Freight or Passage.

FOR SHANGHAI:—London via Marseilles. Japan. About 24th Jan. Freight or Passage.

FOR SHANGHAI:—London via Marseilles. Aden. About 7th Feb. Freight or Passage.

For further Particulars, apply to
P. & O. S. N. Co.'s Office, ALF. WOOLLEY, Acting Superintendent.
Hongkong, January 8, 1896. 65

Vinolia Soap

Don't use Boiled Soap for the Toilet.

"VINOLIA" IS A REFINED SOAP. It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION. VINOLIA SOAP—All Prices. VINOLIA SHAVING STICKS AND CREAMS. VINOLIA CREAM (For itching, face spots, &c.), and VINOLIA POWDER (For the complexion).

"Johannis"

The King of Natural Table Waters.

SUPPLIED BY ROYAL WARRANT TO HER MAJESTY THE QUEEN.

Supplied to the HOUSE OF LORDS and the HOUSE OF COMMONS.

IN BOTTLES AND HALF-BOTTLES.

MIXES equally well with Wines, Spirits, Milk, Fruit Syrups and Lime Juice.

SOLE AGENTS for South China and Philippines,
WATTS & Co.,
Ice House Street, Hongkong.

NOTICE.
MR. C. BEURMANN has this Day been ADMITTED a PARTNER in our Firm in Hongkong and China.
ARNOLD, KARBURG & Co.
Hongkong, January 4, 1896. 8944

NOTICE.
We have this Day authorized Mr. EDWIN ALFRED STANTON to Sign our Firm's per Preparation.
DEACON & Co.
Canton, 1st January 1896. 8944

Business Notices.

Have you ever had the blues? Ever had that indescribable give-up-hope, want-to-die sort of feeling; when everything you touch seemed to go wrong, and you felt as if you hadn't a friend on this earth, and very little hope for the future?

Rough and unpleasant wasn't it? Yet it is the experience of many. A weakness through the whole system, changeable appetite, flatulency, sourness, fluttering at the pit of the stomach, headache, are all merely symptoms of a disordered state of the Stomach, Liver and Bowels.

If all Hope seems gone And all other remedies failed, take Cascara and Podophyllin as prepared by Watkins & Co. It is a Compound Fluid Extract that will cleanse and purify the Liver, give tone to the Stomach, regulate the Bowels, and so invigorate the system as to make you the same happy, jovial fellow as of yore. Get a bottle to-day, it is really good thing, run on its merits and wins every time.

This Preparation is carefully Manufactured by a Special Committee, consisting of the President of the College of Physicians, and the most eminent of the medical profession of the several continents. It is a valuable remedy for Bilious Constipation, Stomach, Liver, Piles, Sick Headache, Bileginess, and the numerous ailments complained of by an unhealthy state of the Liver, Stomach, and Bowels.

Cascara AND Podophyllin.

WATKINS & Co.,
APOTHECARIES' HALL, 68, QUEEN'S ROAD CENTRAL, HONGKONG.

Notices of Firms.

NOTICE is hereby given that
MR. ALFRED F. O. KRAUSS, and
MR. PHILIP BERNARD SCHMACKER
Retired from our Firm on the 31st December, 1895, and that
MR. FRIEDRICH CARL PAUL SACHSE,
MR. CHARLES ERNEST RAYNER,
MR. GUSTAV ADOLPH DEGENER
BONING,
have to-day been ADMITTED PARTNERS.
CARLOWITZ & Co.
Hongkong, 1st January, 1896. 1

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE.
FROM this date, during the Absence of
MR. JAS. B. COUGHTREY from the Colony, Mr. GEO. L. TOMLIN has been appointed Acting SECRETARY to the Company.
A. McCONAOGHIE, Chairman.
Hongkong, December 9, 1895. 2500

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

MR. FREDERICK DAVID SASSOON has been ADMITTED a PARTNER in our Firms in England, India, and China, from the 1st Instant.
DAVID SASSOON, SONS & Co.
Hongkong, January 1, 1896. 2

THE INTEREST and RESPONSIBILITY of the late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT ORASED on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS upon his Own Account.
The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Taiwan, 31st December, 1895. 38

TELEGRAM was received in Singapore on the 29th December announcing the death of Alexander of Brother Abbas, who until 1895, was Director of the St. Joseph's College, Hongkong.

THESE lawbreakers were brought before Mr. J. Sercombe Smith at the Magistrate's Court charged with obtaining money and four finger-rings valued at \$6.90 from a woman on board the launch Kam-on on a voyage from Victoria to Hongkong. The woman was induced to take part in a game of dominoes in the course of which she was tricked out of her money. Each of the men was sentenced to four months' imprisonment. The money and rings were returned to the woman.

It is reported by the *China Gazette* that the Shanghai Tacta has been ordered to consult with the British Consular authorities there in reference to the claim of the British steamer *Brinkhall*, which was sunk through the gross incompetence of the people on the Chinese cruiser *Kuangai* several months ago. The *Brinkhall's* claim is for \$15,000.

AN X-thé, in Tonkin, there appears to be going on a regular siege of a well-fortified and regularly garrisoned place. Four columns of troops surrounded this stronghold and after a bombardment by machine shells the defenders fled and escaped in the jungle despite the precautions of the French troops. According to the telegrams supplied to the press by the authorities the French had surrounded the place, and the French lost one European killed, and a few native troops wounded. The loss of the enemy is said to be heavy.—*Siam Free Press*.

THE question of horses for the Japanese has been generally discussed, according to the various papers. The Diet last session, voted a sum of about twelve thousand yen to defray the expenses of a commission of inquiry, and the commission—appointed by the Department of Agriculture and Commerce—were said to have been sent from Japan, England, and America, those obtained from the last mentioned country being, of course, the celebrated trotter variety. The price to be paid for these horses is put at 2,000 yen each, at most, and twenty breeding pairs are recommended to be established through the supply, the total cost of the enterprise being estimated at over three million yen. The raising of an improved breed of military horses alone is not to be the object; ordinary riding horses and pack horses are also to be included in the programme.—*Japan Mail*.

Representatives of the Osaka Shosen Kaisha who have been visiting Formosa and the Southern ports of China to acquire information with respect to the shipping trade, returned to Osaka on Saturday, says the *Kobe Chronicle* of the 27th December. They report that the objects of their visit being known to the Chinese, their experience of considerable difficulty in gathering the information they desired. The agents of the Douglas line were so much on the alert, it seems, that they would not issue reports to their shareholders while the spying Japanese were about. The Commission have come to the conclusion that the shipping line is almost entirely in the hands of Englishmen along the Southern coast of China, and if the Osaka Shosen Kaisha start lines in these directions they will be prepared to compete with English ships—facts, all of them, that could have been obtained in five minutes and without the expenditure of a cent.

WITNESS returned to certain troubles that have occurred at Nagasaki between the *Shakaporo* and her Japanese passengers, the *Nagasaki Shipping Ltd* has made inquiries and learns that the vessel was chartered for a round trip to Formosa, by Messrs. Bennett & Co., of Kobe. Out of \$7,000 charter-money, \$1,000 was paid in Kobe, the balance being due when the vessel arrived at Nagasaki. Mr. C. E. Boeddinghaus had previously received a communication from the charterers, asking him to act as their agent, and to pay any sums received for freight or passage to the captain, and this he undertook. The captain of the *Shakaporo*, however, refused to sail until the balance of the charter-money was paid, and held the cargo, amongst which was a quantity of goods belonging to some of the Japanese passengers, as security. This they did not exactly appreciate, and went in a body to the office of Mr. Boeddinghaus, where some of them became very violent and threatened to such that the police had to be sent for.—*Kobe Chronicle*.

THE Editor of the *Morning* is at present on a visit to Tonkin, and has journeyed on line to Langson of which he evidently has a very poor opinion, to judge from an interview published in the *Asiatic* at Yankin. Mr. Leriche thinks that the line is not worthy of all the sacrifices which have been expended in its construction, and least of all of the 18 millions of francs. When the Governor-general visits the line they brush up the carriages, clean the lamps, arrange soft cushions, etc. But as a general rule all this is neglected. There is, however, Mr. Leriche, a little effort to attract trade. He has sent waggon loads of second hand iron on account of the high rates demanded on the line. Then they weighed his personal baggage, including rugs, hats, etc., and charged Mr. Leriche 4 cents for a receipt. But the *Singapore* Editor for the officials' baggage the 4 cents.—*The Press*.

THE officers, non-commissioned officers, and men of the garrison artillery have lived laborious days and years in mastering the scientific details of the big guns and ordnance machines by which they are surrounded. The fact that they are not from taking up this position as the superior of the garrison gunners over whom he is set, is conclusive that he is inferior in technical knowledge to the last-made bombardier. All this is doing gross and flagrant injury both to the garrison and mounted branches. Common sense and the all but unanimous votes of the regiment demand a change which no body will not be much longer delayed. The necessity for the change will be more apparent when it is stated that officers who have just become what may be termed completely proficient and trustworthy as leaders of artillery in the field are promoted as captains and majors into the other branch, in which they are quite incompetent. This involves a loss of power and a waste of money which can surely be comprehended by the wisest of taxpayers and the most un-biased of officials.—*Army and Navy Gazette*.

W. ROBINSON and Co. make a special feature of selling Pianos and Organs on the *Wing-Tung* system.

PIRACY NEAR HONGKONG.

two men shot.

The Police have received particulars of a daring case of piracy about sixty miles north of Hongkong. A junk while on a voyage from Pinghai to Hongkong with a cargo of dried persimmons and general merchandise was attacked by two pirate junks and fifty pirates outside Nimshan. The crew of the trading junk observed the pirates approaching, and fired two shots from a cannon, both without effect. The pirates drew alongside firing all the time, threw sinkpots on board, and then boarded. One of the crew was shot in the arm and a passenger in the leg. The crew and passengers were driven below and kept under the hatches while the pirates steered the junk into a bay where it was kept for two days and two nights. About two-thirds of the cargo was removed to the shore, as well as the money and clothing of the passengers. The junk was then taken out to sea and turned drift and arrived at Hongkong on the 6th inst. The crew numbered twelve men and there were three passengers on board. The injured men were taken to the Tung Wah Hospital. The junk had a capacity of 1500 piculs. The value of the stolen cargo and clothing is set down at between \$8,000 and \$7,000.

NAVAL NOTES.

H.M.S. Grafton left for England to-day with over 500 time-expired officers and men of the Navy. She carries:—From the *Dolphin*—Lieutenants Talbot and Green; Paymaster Jones; Surgeon Kelsey. From the *Pigmy*—Lieutenants Hopkins and Kiddie; Surg. Lomas; Engineer Lawrence. From the *Alacrity*—Engineer McGregor. From the *Plover*—Lieutenant Oldham; Surgeon Keogh; Assistant Paymaster Penny. From the *Redpoll*—Lieut. Eady-Powall; Assistant Paymaster Greenwood. From the *Centurion*—Engineer Smith. From the *Spartan*—Lieutenant Thomas.

H. M. S. Dolphin will be inspected on Friday, and will leave probably on Saturday or Monday for the North.

H. M. S. Plover will leave for Amoy shortly, and remain there till the middle of February, when she is expected to return and recommission.

H. M. S. Pigmy will be sent on her steam trials on the 16th prox. **H. M. S. Archer** has left Tamsui, via the Coast Ports, and due here on the 14th inst. **H. M. S. Mercury** will leave at 8 o'clock to-morrow morning. The repairs on **H. M. S. Alacrity** will be completed with all despatch, and the *Redpoll* will be ready for further service on the 31st of March. Even the old *Tartar* (which has graced our Harbour for so long) will be taken in hand most probably about the 1st of April.

We hear that **Lieut.-Com. Phillips**, who served in the *Pigmy*, has been promoted to the rank of Commander.

SPORTING NOTES.

Now that the Christmas and New Year holidays are over the Hongkong Football Cup competition has been going ahead, and Saturday's game concluded the second round. The tie for the third round, which you gave the other day, have not brought the strongest teams together, but the whole of the tie ought to prove interesting, and although I hope to see either the Hongkong Club or the Kowloon Club meeting the *Centurion* in the final, it would not be at all safe to predict the winners of the various ties. I hear the Colts have been making wonderful progress. They have some very fine players amongst them, and they ought to give their formidable opponents, the Kowloon Club, a very stiff game indeed. Whatever is the result of this year's ties I hope the Colts will stick together and not allow their better players to be snatched up by any of the other teams. The more teams we have in Hongkong the better. I see no reason why the Colts, with judicious management, should not prove the finest combination in the Colony with a little more experience and a little more 'bite.'

I had heard so much about the 35th Company of the Royal Artillery that I was inclined to go down to Happy Valley on Saturday and see the tie with the *Centurions*. On my whole, I must say I was very disappointed with the quality of the play. The Gunners were a hopeless failure, in my opinion; they may have some brilliant players but there certainly was no brilliancy on Saturday, individually or collectively. The *Centurion* team was infinitely superior, taken all round, but they have a great deal to learn in the Association game, and unless it be by sheer stamina I do not think they could beat the two leading civilian teams. Their goalkeeper was exceedingly weak; the right back plays a strong game if he would only use a little more judgment in tackling. The half-backs were an exceedingly poor lot, judged on Saturday's game, but the forwards, especially the left-wing, have a good deal of the pasting game and will require careful watching in future ties. The brightest piece of play, as I saw you report, was when the *Centurion* broke away in the second half and scored the equalizing goal. The centre and assistant left got the ball nicely through the front rank of the Gunners, sent the ball out to the wing to their speedy and sure left winger, who dribbled to within twenty yards of the goalposts and passed the ball right across the goalmouth to the right wing, who scored with a low swift shot that would have beaten any goal-keeper.

From the disposition of their men, had I not known the reputation of the Royal Artillery team, I should have said they did not know anything at all about the first principles of football. Three of their forwards were invariably a long way ahead of the rest of the team, and very frequently off sides, so that it was impossible under the circumstances for the forwards to play any tactics like a combination. Their half-backs tackled far more persistently than the Naval men, but instead of feeding the forwards judiciously, resorted to long kicking in the hope, apparently, that their off-side forwards would follow up the ball without being observed by the referee and thus be enabled to score. Of course, this may be the Artillery idea of football, but if that is so all I can say is that it is a very poor idea.

Their backs played roughly and indulged far too much their propensity to kick into touch. The goalkeeper is an excellent custodian, and could scarcely have saved the points scored against him. One defect of the play of the *Centurions* was that of being too slow on the ball. When the ball was returned by the Artillery backs they invariably allowed the Artillery forwards to take it up. If they had resorted to the forcible tactics of their opponents, there might have been more accidents—though I doubt it—and they would most certainly have further demoralised the Artillery play. I admired the *Centurions* for their clean play in the face of much provocation. If they want to go higher up in the competition, however, they ought to strengthen their half-back division, and although Blount played a plucky game at centre half I think he could be easily improved upon. His attempts to break up the little combination there was in the Artillery play were very ineffective.

A game, if it can be arranged, will be played between the Hongkong F.C. and the *Centurions* on the 16th instant (Thursday). The Club team being a representative one. Some changes I note have been made. D. Wood will go in Goal (and will be a valuable acquisition, as someone is wanted who can kick to clear), Lt. P. G. Davies and E. W. Maitland will be back; Gladio, Oliver and Lock, halves; Campbell and Mackay (inside) will now play on the right, Hancock in the centre and Firth with Townsend (outside) on the left. Hancock was not an unequal success on Monday. He must do considerably more passing and feed his wings instead of dribbling back towards his own goal. All the forwards will find when hard pressed, judicious back passing (along the ground) to their halves is much more beneficial than endeavouring to tackle or overtake a man and thus interfere with the free scope of the half-back's play. The Club will not play its first F.C. game, R.B., till the end of the present month.

Mr Oliver was a capital referee at Saturday's match. Although there was a good deal of rough play he did not unduly interfere with the game, and his decisions were obeyed without question. Writing of referees reminds me of a story told of a gentleman who entered a bank in the North of England and presented a cheque at the counter. Being a stranger, the cashier required him to be identified, and asked, 'Can you produce a friend?' 'No,' replied the stranger, sadly; 'I'm a football referee.' I don't think Mr Oliver endangered any friendships on Saturday.

To-morrow afternoon, on the Happy Valley, the Hongkong Football Club will play a Rugby practice game. As many players as possible are requested to attend. Pick-up on the field. Kick-off at 4.30.

The Hongkong Chess Club is preparing for a busy season between now and the end of April. Several matches are on the tapis, and the members have just been classified for a handicap competition to end on the 29th February. The prize is valued at \$10, and the conditions are such that every member has an equal chance of carrying off the prize. Upon the play for this prize the members will be re-classified and a competition will be held for a Cup presented by the President, Lieut.-Colonel The O'Gorman. There is also some talk of a match between the Portuguese community and the Chess Club, and an international competition with teams of five sides. Colonel O'Gorman still retains the Championship of the Club. There are no lack of challenges and the Champion is likely to be kept busy defending the Cup and title during the next few months.

The Chess Club is now located in its new premises at Thomas's Grill Room. Mr. Hanley, himself an enthusiastic chess player, is taking the keenest interest in the Club and doing all he can for the comfort and convenience of the members and visitors. The rooms are open daily from 4 to 11 p.m. Any chess player not a member of the Club receives a warm welcome and usually has no difficulty in having a game. The other night an officer from the U.S.S. *Detroit* won a game against one of the strongest players of the Club. Surely there are plenty of chess-players in the British Army and Navy, and I see no reason why the Military or the Navy, or both combined, could not raise a team of reasonably large numbers and considerable strength to challenge the Chess Club. Matches are certainly stimulating and the Committee is quite right in promoting as many matches as possible during the remainder of the winter season.

The Yokohama Chess Club meets every Monday and Thursday at the Club Hotel from 5 to 11 p.m. The Tokyo Chess Club meets at the Tokyo Hotel every Friday from 1 to 7 p.m.

The following cutting from a Singapore newspaper may be included in my notes this week:—
Miss Annie Londonderry, the lady bicyclist, is held up to exhibition by the writer of Sporting Notes in the *China Mail*, as a 'bell-ringer and original fictionist' in her own account of her travels. He writes that she said the ear and the wounds she declared she had received. We are grieved to have to endorse the verdict summed up in the epithet 'Miss Annie Nias', but reference for the Eternal Verities compels us to affirm that this sporting dame has lied fluently and incessantly all along her life. Perhaps it would be better to say that she has displayed a consistent, feminine disregard for common, ordinary facts, and has invested her wonderful with the fanciful play of a graceful and inventive imagination. That is much more. But we fear that will not satisfy you. You would have to many things to explain.

SPECTATOR.

THE TRAGEDY AT SHAKUWAN.

At the Magistrate's this afternoon Mr. T. Sercombe Smith held an inquiry into the death of an Indian trooper and a Chinaman at Shaukiwan Police Station on the 2nd instant. Inspector Hall said—I am Inspector at Shaukiwan. At 9 p.m. on the 2nd inst. I was in the charge room at Shaukiwan when I heard a shot fired from behind the Station in the direction of the stable. I went out on the steps leading from the compound at the back of the charge room. I saw a Chinaman with a jacket buttoned, P.O. 14 and myself seated him into the charge room and he sat down on the floor. We laid him out on his back on the floor. As he appeared to be wounded I examined him, pulled open his jacket, and found that he had a bullet wound in his left side. There was also a bullet hole in his back corresponding with the one in front. I asked him what was the matter, through a *hoking*. He said 'I am shot.' Then I asked him 'Who shot you?' He replied, 'Sunt Singh.' I asked him what Sunt Singh, and he said the police trooper. We looked up the road and saw a man running for the ambulance to have him taken to the Hospital. I sent him to the Hospital with four coolies in charge of a police constable. I followed afterwards to the Civil Hospital and found the man had died and was being taken to the mortuary where the body was identified by the deceased's father. When attending the wounded man I heard two shots fired in quick succession from the back of the Station, and P.O. 14 and I went out to search for P.O. 645. After searching round the stables I went into the bathroom of the ground floor and found the body of P.O. 645, Sunt Singh, lying on the floor. He was quite dead. I saw a bullet hole in the right side of his back, and the top of his skull was smashed where the bullet passed through. There was a mark on a joint in the room where the bullet had struck. On again searching the stable we found one loaded cartridge on the stable door sill, and another empty cartridge in the room adjoining was an empty cartridge case; on the corner of the mantelpiece of the same room of ten loaded and exploded. There was a blood stain on the wall in the harness room in the corner immediately behind the door, and this was blood and not from the trooper. This bloodstain was a bullet hole in a pane of glass. Next morning I saw a bullet mark on the wall of the station about 60 feet away and P.O. 14 found the bullet on the window sill. The Indian was sent to the mortuary. I was present at the post mortem examination. The Indian had 20 revolver cartridges and five empty ones. The death was caused by a bullet wound. He took the cartridges from the pouch of P.O. 691. The pouch was hanging directly over the arm-rack where deceased's rifle was usually standing. He used his own carbine. A small boy saw him standing on the verandah a quarter of an hour before. We have not found any trace of the second shot.

Dr. Marques said—I conducted a post mortem examination on two bodies on the 4th January in the early morning. One was a Chinaman and the other an Indian. In the case of the Chinaman death resulted from hemorrhage produced by a wound in the spleen and left kidney. It is that of the Indian death was caused by a bullet wound in the back and death must have been instantaneous.

The father of the murdered Chinaman spoke to identifying the body of his son at the mortuary. His Worship said—The finding is that the Chinaman died from the wound in the spleen and left kidney caused by a bullet fired by one Sunt Singh. That Sunt Singh fired from a cerebral concussion resulting from injuries caused by a bullet fired by himself.

The metropolitan government, says the *Courier* of Saigon, has requested the opening up of southern China with absolute indifference. It is true that a commercial mission has been despatched by the Lyons Chamber of Commerce to study the commercial prospects of Yunnan, Szechuen, and Kiangsi. But we fear, says the *Courier*, we have only one misle charged the 'cart before the horse'—'mis le char avant les bœufs.' It is not necessary first of all, before attempting to place products in a country, to discover the means of entering it? There are six commercial routes it is said into southern China of which the Red River is by far the best. But it would be well to keep in view the route from Hanoi to Yunnan by Taihu, and that of Peking to the Canton River which for some time have been the objects of special study, and which might lead to disagreeable surprises for the Tonkin transit of 1895-96. For it may be pointed out that no thorough study of the entire Red River as a commercial route has yet been made. It is first of all necessary that the Red River shall be made not only the shortest, but also most convenient and profitable route to southern China. And when the Red River has become the acknowledged and frequent route French merchandise will, perhaps, find that it is the buyer and not the seller who gives the reward of our first outlet.—*Siam Free Press*.

RACHA'S PLATOON—The finest in the World—A French and Italian unequalled. Sole Agents, Mr. Robinson and Co.

AMOY RACES.

Second Day.

Tuesday, 7th January, 1896.
5.—**CHALLENGE CUP**.—Value \$250. A forced entry for all Amoy and Formosa owned Ponies, optional to Subscription Griffin's of this season. Half entrance fees to the winner, until the Cup is finally won, when the Second Pony shall receive half the entrance fees. To be won two consecutive meetings, by a Pony or Ponies, the bona fide property of the same owner or owners. Weights as per scale. Entrance \$10. One mile.
Mr Dryadust's *Shiny William* 1
Mr Boyd's *Dunmore* 2
Mr Boyd's *Dupson* 3

6.—**AMOY CLUB CUP**.—Value \$100. 2nd Pony \$25. For all bona fide Griffin's at date of entry. Subscription Griffin's allowed \$10. Winners \$10. extra. Entrance \$5. Weights as per scale. One mile.
Mr Bruce's *Satrap* 1
Mr Hazard's *Socialist* 2
Mr Tom Green's *Blondie* 3

7.—**TE MA-CHIN PLATE**.—(Presented.) Value \$5. 1st Pony to receive 70 per cent, 2nd 25 per cent. For Amoy, Fochow and Formosa owned Ponies. Griffin's at date of entry allowed \$10. Winner of races at this meeting of 12 miles or over \$10. extra, if of two such races \$10. extra. Weights as per scale. Entrance \$10. One mile and a half.
General Topgill's *Mercury* 1
Mr Dryadust's *Cobweb* 2
Mr Frank Percy's *Red Knight* 3

8.—**CHAASER CUP**.—(Presented.) Value \$5. 2nd Pony \$25. For Amoy Subscription Griffin's of this season. Winners \$10. extra for each race won. Weights as per scale. Entrance \$5. One mile and a quarter.
Mr Cavendish's *Measfice* 1
Mr Cavendish's *Cruiser* 2
Mr Pug's *Cheer Up* 3

Third Day.

Wednesday, 8th January, 1896.

1.—**LEADER CUP**.—(Presented.) 2nd Pony \$25. For all China Ponies. Winners at this meeting of one race 7 lbs. extra, of two or more 10 lbs. extra. Previous non-starters 7 lbs. extra. Weights as per scale. Entrance \$5. One mile.
Mr Bruce's *Kindar* 1
Mr Bruce's *Kindar* 2
Mr Boyd's *Dunmore* 3

2.—**FORMOSA CUP**.—(Presented.) For all Ponies first raced as Griffin's at Amoy or Fochow. Winners at this meeting of one race 7 lbs. extra, of two or more 10 lbs. extra. Book fee Griffin's at date of entry allowed \$5. Weights as per scale. Entrance \$5. One mile and a quarter.
Mr Bruce's *Satrap* 1
Mr Thomas's *Otter* 2
Mr Dryadust's *Cobweb* 3

3.—**LADIES' PURSE**.—(Presented.) For all China Ponies. To be ridden by residents of Amoy, Fochow or Formosa. Catch weights over 11 stone 7 lbs. Entrance \$5. Once round and a distance.
General Topgill's *Mercury* 1
Mr Dryadust's *Hard Times* 2
Mr Manner's *Magie* 3

4.—**LOTTERY CUP**.—Value \$100. Second Pony \$25. For Amoy Subscription Griffin's of this season. Winners of a mile and quarter race or over \$10. extra for each race won. Weights as per scale. Entrance \$5. One mile and a half.
Mr Dryadust's *Field Marshal* 1
Mr Thomas's *Otter* 2
Mr Pug's *Cheer Up* 3

5.—**CONSOLATION CUP**.—Value \$100. 2nd Pony \$25. For all beaten Ponies that have run and not won a race at this meeting. Weights as per scale. Entrance \$5. One mile.
Mr Thomas's *Otter* 1
Mr Manner's *Magie* 2

6.—**CHAMPION STAKES**.—A forced entry of \$10 each for all winners at this meeting except *Ni Doyoung* and *Stakes*. Winner of two races \$10. extra, of more than two races \$30. extra, non-winners excluded. Weights as per scale. Out mile and a quarter.
Shiny William 1
Kindar 2
Blondie 3

(From Our Own Correspondent.)
The following are further details of the first day's racing:—
CONSULAR CUP.—7 Furlongs.
Kindar, Major Thomas 1
Kindar, Diamond 2
Dunmore, Boyd 3
Major, Gedge 0
Hard Times, Marshall 0
Mercury, Jones 0
Time—1.52.

TRIAL STAKES.—1 mile.
Field Marshal, Marshall 1
Major, Jones 2
Kindar, Thomas 3
Cheer Up, Gedge 0
Scrambler, Wilson 0
Dial, Walsham 0
Time—1.37.
RACING STAKES.—11 miles.
Aristocrat, Thomas 1
Cobweb, Marshall 2
Dunmore, Boyd 3
Time—2.20.
HARVEYAN CUP.—11 miles.
Blondie, Boyd 1
Cobweb, Marshall 2
Satrap, Jones 3
Time—2.49.
FOOTNOY CUP.—11 miles.
Red Knight, Walsham 1
Out, Boyd 2
Resolvo, Thomas 3
Luna, Jones 0
Time—4.08.
RACE COVERS PLATE.—1 mile.
Major, Jones 1
Field Marshal, Marshall 2
Scrambler, Wilson 3
Aristocrat, Thomas 0
Cheer Up, Gedge 0
Time—2.15.
KILLAGOR CUP.—1 mile.
Blondie, Jones 1
Dunmore, Boyd 2
Socialist, Marshall 3
Time—1.35 2/5.
AMOY STAKES.—11 miles.
Shiny William, Marshall 1
Kindar, Gedge 2
Mercury, Thomas 3
Major, Diamond 0
Cheer Up, Gedge 0
Time—4.10.

W. ROBINSON and Co. are Special Agents for all the leading English and Continental Pianoforte Manufacturers.

CHINA AND RUSSIA.

A SECRET MISSION.

(Special Telegram from Our Own Correspondent.)

Shanghai, Wednesday, Jan. 8, 0.34 p.m.
Wang-tchang, the late Special Chinese Envoy to Russia, who was successful in carrying out the arrangements for intervention by Russia, Germany and France over the Liao-tung question, has been again appointed as a Special Envoy to St. Petersburg.

The purpose of his mission is shrouded by the utmost secrecy, but it is considered by diplomats at the capital to be a matter of great importance and of greater significance at the present crisis.

Wang-tchang is the official who was mysteriously shot at and wounded in Saigon on his way back to China.

LEUTER'S TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL'.)

London, 6th Jan., 1896.

THE TRANSVAAL INCIDENT.
Mr Cecil Rhodes has resigned, and Mr Spriggs (Hon. Sir J. Gordon Spriggs, K.C.M.G., M.L.A., Treasurer of Cape Colony) has succeeded him as Premier of Cape Colony.

The English papers unanimously declare that Germany's intervention in the Transvaal is inadmissible.

President Kruger has announced substantial concessions to the Uitlanders.

The National Union has formed a provisional Government at Johannesburg to preserve order and to protect the town against the Boers.

A crowded train of refugees from Johannesburg has been derailed, and 82 passengers killed and injured.

THE AMERICAN LOAN.

The American loan of \$100,000,000 has been issued.

CORRESPONDENCE.

THE LIGHT AND PASS ORDINANCE.

To the Editor of the 'CHINA MAIL.'

Hongkong, January 7.

Sir,—I quite agree with the remarks in your issue of yesterday.

The Government after having put this Ordinance in force should have stuck to their colours, the lowering of which has already been misconstrued by a section of the native population. Only last night I was cooly told by an intelligent Chinese, having constant intercourse with Europeans, that certain of his countrymen had complained to the Government to rescind the regulations and this, doubtless, is the view held by the masses in this Colony.

The Chinese are entirely devoid of gratitude, and fail to appreciate the consideration so liberally extended to them by H. E. the Governor, in suspending the operation of the above Ordinance.

It may be a significant coincidence that some of the River steamers have lowered the suspension of the above regulations, and undoubtedly lead to an early influx of Cantonese coolies, who endeavor to take advantage of the situation created with greater freedom their nefarious acts, as no Chinaman can now be required to produce a pass until after midnight.

With the near approach of Chinese New Year we must be prepared, under the circumstances, to hear of a material increase of crime in this Colony.

Enclosing my card, I am, Sir, faithfully,
AN OLD RESIDENT.

THE CHINESE IN FORMOSA.

Considering the treacherous and indefatigable conduct of the Chinese in Formosa since the island was conquered by the Japanese, we think no one can say that the restrictions upon the movements of a class which must be highly desirable for the Japanese to get rid of, are excessively severe or oppressive. It needs no demonstration to convince readers in the Far East that there is little prospect of assimilation between the filthy hordes of Kwangtung and Fukien men who from the bulk of the settlers in Formosa, and their congeners, and the danger of the latter being abused and swamped and smothered by the former, if the Chinese are permitted the same rights as if they were bona fide Japanese subjects is imminent and admits of no escape. We can then well understand that it is the policy of the Japanese Government to restrict as far as possible the movements of a class of Chinese, anxious to escape from the exactions and tyranny of their own officials on the mainland, and though the question raised by the British Consul is a nice one enough from a diplomatic point of view, it will scarcely hold water, seeing that the British Government only regards the Chinese residents of Hongkong as British subjects as long as they are in the Colony and steadily washes its hands out of them when they leave for other places. Even in Hongkong the most stringent regulations such as the Light and Pass Act now in force in the Colony to keep in order its Chinese criminal classes, and still the difficulties in the way of good government, order, and sanitation imposed by the vast majority of the Chinese in Hongkong are so felt that the question is often raised whether Hongkong does not lose more than she gains by the vast masses of Chinese who flock to her shores. In Formosa there is in the marked animosity of the Chinese towards their new masters special reason why extra care should be exercised in controlling the influx of Chinese, and we are not surprised that Viscount Katsura politely refused the well-meaning intervention of the British Consul on behalf of Chinese who are anxious for their own reasons to claim British nationality. But in this matter, as in most others, we expect that justice will be done to both sides by a system of judicious compromise and reticence.

If every Chinese racial war lives by stealing, thieving and robbery with violence in Hongkong were free to definitely wrap his dirty carcass in the Union Jack and then claim exemption from the Japanese regulations in Formosa, the respectable Chinese merchants and traders in the island, who are so harassed will be treated with justice by the Japanese whether they are British or Chinese subjects, would have small reason to bless the efforts of the British Consul on behalf of Chinese British subjects in Formosa.—*China Gazette*.

SEARCHING FOR THE STEAMER BONNINGTON.

Kobe, Dec. 28.

We are glad to find that the British authorities have not determined to send out a vessel in search of the missing steamer *Bonnington* the *Edgar* having been dispatched on the quest, with instructions, we understand, to make a thorough search of the islands in the south. We fear the decision to institute a search has been taken too late to be of much avail. If measures had been taken to render assistance after the vessel had, say, been seven days out from Yokohama, there would have been a possibility of rescuing the crew supposing the vessel had been wrecked and the men cast upon one of the many small islands south of Japan. There are scarcely likely to be any survivors now, four weeks and more since the *Bonnington* left Yokohama. It is to be hoped, however, that the *Edgar* will at least be able to discover the fate of the missing vessel.—*Chronicle*.

THE TRADE OF WEST CHINA.

THE HUNAN RAILWAY SCHEME.

Mr Holt S. Hallett has written to the *Leeds Mercury* a letter with regard to the Hunan-Karenni-China railway route as an alternative to the Maailin-Sensau line which he has long advocated. The letter speaks for itself. It is a very interesting paper which the Indian Government has now taken in hand will not help to open the trade of Western China to our merchants. There is no possibility of a line being carried northwards from Kunlun Ferry to Tai-fu, even should the scheme be adopted, its construction. The plateau to the West of the Salween and North of Kunlun has been explored and, as Mr Hallett in a letter to the *Honourable* Mr. Nov. 23,

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship **KAISAR-I-HIND**,
Capt. F. H. SEYMOUR, carrying Her
Majesty's Mail, will be despatched from
this for BOMBAY, on THURSDAY, the
16th January, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with the
THAMES, which Vessel takes on her
Cargo for LONDON, via SUEZ CANAL,
leaving that port on the 8th FEBRUARY,
1896).

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.
Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
ALE. WOOLLEY,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, January 3, 1896.

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM
BREMER, MIDDLESBRO, ANTWERP
AND HAMBURG,
VIA SUEZ CANAL TO
PENANG, SINGAPORE, HONGKONG,
SHANGHAI, HIOGO AND
YOKOHAMA.

FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT
STEAMERS OF THE RICKMERS
RICHELING, SHIPWORTH AND
SHIPBUILDING COMPANY OF BREMEN.
(SUBJECT TO ALTERATIONS.)

Dorothea Rickmers..... 3,846 | December.
Deike Rickmers..... 3,700 | January.
Maria Rickmers..... 3,500 | February.
Helene Rickmers..... 3,223 | March.
Sophie Rickmers..... 3,249 | April.
Ellen Rickmers..... 3,500 | May.
Elisabeth Rickmers..... 3,500 | June.

FROM THE EAST.

VIA SINGAPORE
TO HAVRE, BREMER & HAMBURG,
and other Continental Ports, if sufficient
inducement offers.
(Taking Cargo at through rates to ANTWERP,
AMSTERDAM and ROTTERDAM.)

PROPOSED SAILINGS.

(SUBJECT TO ALTERATIONS.)
Dorothea Rickmers..... 3,846 | February.
Deike Rickmers..... 3,700 | March.
Maria Rickmers..... 3,500 | April.
Helene Rickmers..... 3,223 | May.

THE Steamers are all FIRST-CLASS
VESSELS and are supplied with all the
modern Appliances and powerful Engines.
For further Particulars, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, January, 1896.

Intimations.

CHAS. J. GAUPP & Co.,
Chromatists, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

**NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.**
VOYAGE-RELATED
BINOCULARS AND TELESCOPES.
MILITARY AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY.

DIAMONDS

AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London
Fashions, at very moderate prices. 724

SAILOR'S HOME.

ANY Out-of-Clothing, Books, or
Papers will be thankfully received
at the Sailor's Home, West Point.
Address: Care of SUPERINTENDENT.

GRIMAUD'S SYRUP.

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-
sumption, Obstructive Coughs or
Croup and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take
GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical author-
ities in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.

Grimaud's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact demonstrated by an in-
crease of weight and healthy appearance.
Grimaud's Syrup has a rose colour,
and is sold in flat oval bottles. Beware
of imitations.

GRIMAUD & Co., Paris. Sold by all Chemists.

For Sale by A. S. Watson & Co., Chemists.

Mails.

Occidental & Oriental Steam-
Ship Company.

PAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Caelio (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, Jan. 14, at noon.
Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, Feb. 1, at noon.
Caelio (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, March 3, at noon.

THE Steamship **CAELIO** will be
despatched for SAN FRANCISCO,
via NAGASAKI, KOBE, INLAND SEA
AND YOKOHAMA, on TUESDAY, the
14th January, 1896, at Noon; connection
being made at Yokohama with Steamers
from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

General Invoyees to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of this
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, January 6, 1896.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, Jan. 25, at noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, Feb. 8, at noon.
Pere (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Saturday, Feb. 22, at noon.

THE U. S. Mail Steamship **CITY OF
PEKING** will be despatched to
NAGASAKI, KOBE, INLAND SEA and
SAN FRANCISCO, via YOKOHAMA,
on SATURDAY, the 25th January, at
Noon, taking Passengers and Freight to
Japan, the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained upon appli-
cation.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
AND RIO GRANDE, and the CANA-
DIAN PACIFIC RAILWAY, also the CANA-
DIAN PACIFIC RAILWAY on payment
of 25 cents in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States, from
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER AND RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of cargo is required.

General Invoyees to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of this
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, January 6, 1896.

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

No. A
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.
B
68.—Blackhead & Co.
65.—Blackhead, F., Residence.
23.—Butterfield & Swire, Peak Residence.
36.—Do. do. Quarry Bay.
18.—Do. do. Shipping Office.
36.—Do. do. Sugar Office.

75.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
111.—Canton Insurance Co.
123.—Chan Choy, Residence.
105.—Chan Sui & Co.
115.—Choo Tien, Residence.
22.—China Mail Office.
2.—China Sugar Refinery, East Point.
7.—Do. do. Town Office.
11.—Club, Hongkong.
117.—Do. Lusitane.
10.—Do. Peak.
57.—Comptroller, Douglas LaPrak & Co.,
88.—Do. do. Residence.
78.—Cousins, J. B.

D
12.—Daily Press Office.
65.—Dairy Farm Co., Office.
123.—Dairy Farm, Pok-foo-lum.
121.—Dany, W.
72.—David, A. T., Residence.
69.—Do. do. Office.
123.—Detective Dept., (Chinese).
25.—Dock, Aberdeen.
20.—Dock Co.
80.—Dr. Atkinson, Residence.
83.—Dr. Bell, Residence.
127.—Dr. Gerlach, Residence.
2.—Dr. Hartigan, Cantile and Stedman.
12.—Dr. Jordan, Office.
43.—Do. do. Residence.
55.—Dr. Stedman, Residence.
41.—Dodwell, Carill & Co.
17.—Douglas LaPrak & Co.

E
68.—Electric Co.
64.—Electric Co., Residence.
74.—Fletcher & Co.
G
48.—Gas Co., East Point.
47.—Do. West Point.
11.—Gibb, Livingston & Co.
6.—Goldwin, Office.
21.—Goldwin, Residence.
33.—Do. West Point.
44.—Government House.

H
50.—Harbour Office.
99.—Hartigan, Buchmann & Menzell.
66.—Hartigan, G., Residence.
29.—Hartigan, J. S., Resident.
95.—Haskell, D., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
9.—H. & S. Bank.
84.—H. S. & P. Mess.
14.—Hongkong Telegraph Office.
126.—Hongkong Fire Insurance Co.
13.—Hop Hing Hong.
26.—Hospital, Alice Memorial.
80.—Do. Government Civil.

I
3.—Do. Peak.
32.—Hotel, Hongkong, Public Telephone.
39.—Do. do. do.
58.—Do. New Victoria.
29.—Do. Peak.
82.—Ho Tung, Bonham Strand.
77.—Do. Praya Central.
59.—Do. do. Residence.
37.—Humphreys, J. D., Residence.
67.—Humphreys & Son.

J
108.—Kow Hong Take.
64.—Kennedy, J., Causeway Bay.
64.—Do. do. Horse Repository.
107.—Kin Fat Hong.
86.—Kiroh, H. H., Residence.
120.—Kiroh & Co.
70.—Kramer, J., Residence.

L
01.—Lamke & Rogers.
92.—Lamke, J., Residence.
97.—Lane, Crawford & Co.
117.—Land Investment Co.
89.—Layton, B., Office.
90.—Do. Residence.

M
132.—MacCallum, J., Residence.
108.—Man Onen Yuen Co.
98.—Man Onen Insurance Co.
112.—Mellers & Co.
118.—Marty, A. R.

N
128.—Nam Tai Hong.
5.—Nam Wo & Co.
119.—Naval Hospital.
109.—Naval Yard.

O
113.—Optum Factory.
46.—Opium Farmer.
P
10.—P. & O. S. N. Co.
80.—P. & O. S. N. Co., Peak.
15.—Police Station, Central.

Q
34.—Ray, E. C., Residence.
51.—Ray and Davies.
103.—R. E. Guard Room.
104.—R. B. Mess.
45.—Rope Factory.

S
52.—Sailors' Home.
53.—Sailors' Home, Pok-foo-lum.
94.—Samson, M. S., & Co.
49.—Shewan & Co.
81.—Siemens & Co.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.—Do. do. Residence.

T
14.—Telegraph Companies.
23.—Tong, C. A., Residence.
64.—Train Station, Peak.
93.—Tung Kue.

W
16.—Watson & Co.
53.—Walter, L., Residence.
76.—Whitely, W., Residence.
57.—Wicham, W. H., Residence.
12A.—Woolley, A., Office.
30.—Woolley, A., Residence.
63.—Wo Koo & Co.

Y
124.—Yon, A., Praya Central.
35.—Yon, A., Praya Central.
78.—Yon, A., Praya Central.

PRIVATE TELEPHONE LISTS.
Kowloon Docks.
Jardine, Matheson & Co., East Point.
Meyer & Co.
North China Insurance Co.
Tramway Company.

In case of FIRE ring up No. 15.
W. STUART HARRISON,
Manager.

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, 81 cash.
Quora Main Office.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.
LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

Hongkong, January 7, 1896.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.
The Steamship
Kassu,
Captain SOMMERVILLE,
will be despatched on
THURSDAY, the 9th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 7, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR NAGASAKI VIA AMOY.
The Steamship
Kiuyang,
Captain Dawson, will be
despatched on THURSDAY,
the 9th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 7, 1896.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & YOOCHOW.
The Co.'s Steamship
Haiton,
Captain ROGER, will be
despatched for the above
Ports on FRIDAY, the 10th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAIRAK & Co.,
General Managers.
Hongkong, January 7, 1896.

SHELL LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.
The Co.'s Steamship
Clara,
Capt. D. T. DAVIS, will
be despatched as above
on the 10th January, 1896.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, December 30, 1895.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.
The Steamship
Clara,
Capt. D. T. DAVIS, will be
despatched on FRIDAY,
the 10th January.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 2, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR WUHU.
The Steamship
Singur,
Captain PUNCE, will be
despatched on SATUR-
DAY, the 11th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 7, 1896.

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON, VIA PORTS OF CALL.
The Co.'s Steamship
Poliphemia,
Captain TOWERS, will be
despatched as above on
or about the 12th January.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 24, 1895.

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
The Co.'s Steamship
Poliphemia,
Captain TOWERS, will be
despatched as above on
or about the 12th January.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 24, 1895.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, TOWNS-
VILLE, BRISBANE, SYDNEY
AND MELBOURNE.

The Steamship
Changsha,
Capt. WATSON, will be
despatched as above on
TUESDAY, the 14th Instant, at 3 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 3, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

The Steamship
Hope,
Captain PUNCE, will be
despatched on SATUR-
DAY, the 18th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 7, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Adriatic,
Captain HARVEY, will be
despatched as above on
THURSDAY, the 23rd Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 7, 1896.

Shipping.

Steamers.

FOR SINGAPORE, HAVRE AND
HAMBURG.

(Calling at NAPLES for landing Passengers
if sufficient inducement offers.)
The Steamship
Gorda,
Captain J. ENLIER, will be
despatched for the above
Ports on TUESDAY, the 14th
Instant, at 4 p.m.

This Steamer has superior Accommoda-
tion for First and Second Class Passengers
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, January 7, 1896.

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY,
LIMITED.

STEAM TO SHANGHAI & KOBE.
The Co.'s Steamship
Giola,
Captain A. MIRIS, will
leave for the above places
on or about TUESDAY, the 14th Instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, January 7, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.
The Steamship
Taiyuan,
Captain NELSON, will
be despatched on WED-
NESDAY, the 10th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 7, 1896.

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.
The Steamship
Glenary,
Captain SELBY, will be
despatched as above on
or about FRIDAY, the 17th January.

This Steamer has Superior Accommoda-
tion for Passengers, and carries a Doctor
and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, December 19, 1895.

FOR NEW YORK VIA SUEZ CANAL.
(Following the S.S. *Annamdale* and
Tevidale.)

The Steamship
Taitan,
Captain KIRBY, will be
despatched for the above
Port on or about 23rd Instant.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, January 6, 1896.

SHIRE LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.
The Steamship
Glenamogh,
Captain VIVIAN, will be
despatched for the above
Ports on SATURDAY, the 25th Instant.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, January 3, 1896.

FOR NEW YORK VIA SUEZ CANAL.

Following the S.S. *Poliphemia*,
will be despatched about
4th January.

The Steamship
Lennox,
will be despatched about
14th January.

S.S. *Port Adelaide* will be despatched about
18th February.

S.S. *Gazelle* will be despatched about
4th March.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, January 4, 1896.

Sailing Vessels.

FOR SAN FRANCISCO.